

EARTHQUAKE AND FIRE AT KINGSTON

Capital of Jamaica Partially Destroyed—Many Persons Were Killed—Several Hundred Injured.

St. Thomas, D. W. I., Jan. 15.—The cable station at Holland Bay, Jamaica, reports that a very severe earthquake occurred there at 3.30 on Monday afternoon.

The cable office was badly damaged, and all the land lines to Kingston were interrupted. Communication by the land lines was restored this afternoon to within five miles of Kingston, but a severe earthquake occurred there at 3.30 on Monday afternoon. The city was destroyed, and there was much loss of life. The shocks continue, everybody is camping out and much distress prevails.

Fire started at Kingston immediately after the earthquake. The Jamaica-Cuba and Jamaica-Bermuda cables are interrupted.

Fighting the Fire. St. Thomas, D. W. I., Jan. 15.—According to further, though still meagre, details of the Kingston earthquake received here, it would appear that the first report that the city had been destroyed was exaggerated.

The fire which followed the shock was still burning on Tuesday morning, although it had been confined to certain limits. The work of fighting the flames was still being pursued with energy, and in this respect the situation seemed to be improving. It was thought the fire would be under control tonight.

The statement is made that the total loss of life has not yet been ascertained, but the first count gives the number of dead at less than a hundred, and the number of injured at several hundred. The hospitals are filled with injured persons, and everything possible is being done for their comfort.

The principal buildings, including the Myrtle Bank, and other important buildings, have been destroyed, and other buildings in Kingston sustained considerable damage. The flames were apparently confined to the docks and the warehouse district. If this is so, only a small portion of the city has been burned.

No mention is made of a continuance of earthquake shocks.

Later Particulars. London, Jan. 15.—The colonial office to-night received confirmation of the disaster which had occurred at Kingston, Jamaica, in a dispatch from H. M. P. sent from Holland Bay, at the east end of the island.

The telegram says that Kingston has been ruined by an earthquake, which occurred without warning on Monday afternoon at about three. A great number of buildings and dwellings have been destroyed, either by the earthquake or by the subsequent fire.

The military hospital was burned, and 40 soldiers are reported to have been killed, together with several prominent citizens and many other inhabitants of the city.

Sir James Ferguson is reported to have been instantly killed, but no other Englishmen, Canadians or Americans are missing.

The city is quiet, but disciplined workers are needed. The government of the colony, assisted by Sir Alfred Jones, is directing the relief work.

The steamer Port Kingston will leave Thursday with most of the members of the party who went out with Sir Alfred Jones to attend the agricultural conference.

Up to this hour the foregoing is the most complete and reliable news. The absence of details accounted for by the breakdown in the cable communication, but the announcement that the Englishmen, Canadians or Americans are missing will greatly reassure the public concerning the fate of the unusual number of tourists and others who are spending the winter on the island.

The party on board the Port Kingston arrived at Kingston only on Friday last. The Port Kingston, in addition to the members of the agricultural conference, had other guests and passengers on board, which gave her a total passenger list of more than a hundred persons.

The news of the disaster arrived too late to-night to become generally known to the public, but it is certain to cause widespread consternation, and will bring to the mind of the British public the terrors of an earthquake in a way that even the San Francisco catastrophe failed to do. Owing to the active efforts in recent years of Joseph Chamberlain and Sir Alfred Jones, the commercial development of Jamaica has made the island much better known, and it has been greatly in favor as a winter resort.

Sir James Ferguson left here for Jamaica the middle of December. He was expected to return at the end of January. It is not definitely known what took him out to the West Indies, but he was possibly interested in one of the conferences.

Inquiry was made at a late hour to-night at the residences of Sir Alfred Jones and Henrick Heaton, but nothing had been heard from either.

Right Hon. Sir James Ferguson was a member of considerable prominence, and served in the Crimean campaign with the Grenadier Guards and was present at the battles of the Alma and Inkerman, where he was wounded, and the siege of Sebastopol. He was several times a member of the House of Commons. He was under secretary of state for the India and Home Departments in Lord Derby's third and in Mr. Disraeli's first administration. He was made governor of South Australia in 1888, and of New Zealand in 1873 and governor of Bombay in 1885. He was under secretary of state for foreign affairs in 1886 and from 1891 to 1892 he served as post-master-general.

In addition to a great number of

Englishmen in business at Kingston, there is at present a party of distinguished persons on a visit there to attend an agricultural conference. There is composed of about twenty eminent statesmen and agriculturists. It formed an expedition to the West Indies in the interest of cotton growing in the British colonies, on the invitation of Sir Alfred Jones, the president of the British Cotton-Growing Association. In addition to Sir Alfred there were in the party Viscount Mountmorres, Arnold-Forster, M. P., Pearson of the British colonial office, Sir Thomas Hughes of Liverpool, Hall Cairns, the author of "The Cotton Industry of the British Cotton-Growing Association; Jesse Collings, M. P., and Henry Heaton, M. P. Other passengers aboard the Port Kingston bound for Kingston were the Earl and Countess of Dudley, Percival Davis, American correspondent, and Capt. Rhodes.

Rushing Relief. London, Jan. 16.—The scanty reports which thus far have reached London from Jamaica renders it impossible to estimate the real extent of the calamity at Kingston. Dispatches received from the various steamboat and cable companies here indicate that while the early reports of the destruction of Kingston and great loss of life were exaggerated, the disaster was still of a grave character.

The shocks were felt from fifty to sixty miles away, and one dispatch from the cable station at Holland Bay, says that not a single house was standing there and Kingston is safe.

No estimate of the loss of life from official sources has come to hand, among the negro troops, who were in the centre of the visitation, no less than 40 were killed. There were very few white victims.

Later Details. London, Jan. 16.—The steamship and cable companies have received delayed messages dated Monday via Holland.

A dispatch to the Mail Steam Packet Company says that the steamer "Kingston" wrecked and that the wharves and warehouses burned, but main wharf sheds, coal and cargo are safe. The offices of the consul, the assistant, the Jamaica superintendent of the company and Captain Young, commander of the Arno, were killed.

The telegraph office at Kingston was destroyed, and the Jamaica superintendent of the company and Captain Young, commander of the Arno, were killed.

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FREIGHT RATES CASE.

Hearing of Complaints in Spokane May Be Completed on Wednesday.

(Associated Press.) Spokane, Wash., Jan. 17.—Such rapid progress is being made in taking testimony in the suit of the city of Spokane to compel the railways to lower their freight rates from eastern points, that it is believed the hearing before the commerce commission will be concluded to-morrow as far as this city is concerned. Commissioner C. A. Frost, who presides, is promptly cutting out useless repetitions. The city may conclude its evidence this afternoon, much of the testimony to-day being in reference to rates and distances to which Spokane jobbers can ship goods. To-morrow the railways will have their say. Present indications are that they will base their defence mainly on the theory of water competition compelling lower rates at coast points.

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CREW OF BRITISH SHIP DROWNED

TWENTY-FIVE MEN LOST THEIR LIVES

Refused to Jump to a Tug Which Steamed Alongside After the Vessel Stranded.

Hamburg, Jan. 14.—The captain of the tug Vulkan tells a graphic story of the attempt to save the crew of the British ship Pengern, from Chill for Falmer, which ran ashore off the Schornhorn yesterday.

When the captain noticed that the Pengern was steering directly toward the Schornhorn, he turned the Vulkan about to warn Capt. Williams of the Pengern of his danger, but before the tug reached the doomed vessel she had struck a rock. The crew, which were whipped up by the gale and a strong tide, threw her on her beam ends.

The Vulkan steamed alongside the stranded vessel's side, but the crew, despite repeated requests, refused to jump to the tug. The Vulkan attempted to do so was held back by his companions.

The tug eventually passed a hawser to the Pengern, but the crew refused to attempt to cross on it. In trying to pull off the wrecked ship, the hawser broke and the Vulkan started toward the rocks. Why you might build a canal right along the side of the Great Northern clear from one end to the other, and we would still do the business.

One of the most interesting points brought out in the first day's hearing was the evidence that James J. Hill when securing concessions for the Great Northern in 1882 decided the route to Spokane were high. It is asserted that he thought the system which would carry goods to the coast over the mountains was the best.

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As It Appears To the East

FROM A WATERY GRAVE.

Passengers and crew of the wrecked steamer Alice Gertrude, which went ashore in Clallam Bay, tell a tale of suffering and alarm. The vessel is now a total loss, only her hull being left. The entire upper works were smashed by the sea.

All the passengers and the officers of the boat paid the crew and masters of the tugs Lorne and Wydda the highest compliments, stating that but for their timely assistance every soul on board would probably have perished. Capt. Kalstrom and his officers pointed out the need of the Seah Bay life-saving station and the fact that it was the tugs that saved all on board the wrecked steamer.

Mrs. Pullen, the only woman on board, had probably the narrowest escape of any.

"It was a terrible experience," said she. "I was perhaps the first one to get into the water. I was up to my neck in it when the ship went down. I was only able to get up on the quarter rail, turning completely over. I was thrown into the water. The raft was on top of me. I had presence of mind enough to reach up my hands for something to cling to, and caught one of the slats of the raft, knowing what was above me and that my only hope lay in reaching the edge of it. I worked my way along the slats to the round log on one side. I got my head on the water and clung on like grim death. Some one, whom I afterwards learned was Capt. Butler, of the tug Lorne, grabbed my arm and commanded me to let go of the raft, but I clung to it with desperation until four men got hold of my arms and pulled me loose. I was taken to the Lorne and then ashore."

Mrs. Pullen saved her hand baggage, but lost some of her effects, among them a collection of curios which she saved in the years of her life on the ocean beach at Lapush, which she was taking out with her and which she valued highly.

Except the registered parcels, which were taken ashore by the mail clerk, the mails aboard the vessel were lost, with most of the baggage and the belongings of the passengers and crew.

THE SOUND SERVICE. Judging by the increased travel between Seattle and the coast, the C. P. R. steamer Princess Beatrice, the service given is appreciated by the travelling public, and is well warranted.

Not only in point of comfort and speed is the Beatrice well equipped, but for passengers en route to Portland, Spokane or eastern points, a close connection is assured.

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